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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY Bulgaria

REPORT

SUBJECT New Fuel Dump at Iliyantsi

DATE DISTR. 6 January 1954

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NO. OF PAGES 12

PLACE ACQUIRED

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REFERENCES

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This is UNEVALUATED Information

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(FOR KEY SEE REVERSE)

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25 YEAR RE-REVIEW

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USAF review completed.

STATE #	X	ARMY #	X	NAVY #	X	AIR #	X	FBI #	X	AEC										
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COUNTRY Bulgaria

DATE DISTR. 14, Dec, 1954

SUBJECT New Fuel Dump at Iliyantsi

NO. OF PAGES 11

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Name of Project and Importance

1. The construction of the new fuel dump at Iliyantsi (N 42-45, E 23-18) was classified "top secret" and was referred to over the telephone as "Obekt 85/1" (Object 85/1). Its other name was GSM-Iliyantsi; GSM, or petroleum, oil, and lubricants, was a contraction of "Gorivho Smazochhi Materiali." This fuel dump had a capacity of 1,400 cm. of gasoline, i.e., approximately 308,560 gal. (See page 6 for pinpoint location and page 8 for site layout.)

Construction Data

2. Excavation for the fuel tanks, etc., began "sometime in 1952". In September 1953, the laying of pipes from the tanks to the pumps to the unloading ramp and storage area (see page 9) began. In late 1953, the project was completed except for the spur railroad. The track (page 6, point 5,) had not been laid, thereby precluding any use of the dump. Lt. Col. Koynov (fnu), head of the 35,470 Military Branch of Capital Construction (35,470 Voenno. Podvelyennie Kapitalno Stroitelstvo) which financed all such projects and arranged for materials, that rails were unavailable to build the spur track and it would not be built until the end of 1954 or early 1955. it would have been very impractical to attempt to fill these tanks from tank trucks. 7

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25 YEAR RE-REVIEW

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Construction Curtailment

3. This was part of an overall curtailment of construction necessitated by the lack of materials, equipment, and the need to improve the living conditions of the badly-overburdened working man. It extended into the planning for 1954 and 1955. All projects were curtailed in size. Until approximately October 1953, this fuel dump was to have four pumping stations with two pumps in each. Each station was to service 10 tanks, each with a volume of 50 cm. In October 1953, when the construction of 28 tanks was nearly completed, the Ministry of Defense decided to stop construction. Two pumping stations had also been completed.
4. In view of the curtailment, representatives of the Czech firm, HEFA, recommended that construction of the eight tanks on the north end of the tank farm be completed. It was hoped to use the two pumping stations already completed to service 14 tanks each, but the Czech consultants refused to guarantee that the pumps would be adequate to pump fuel from the tanks, 130 to 140 m. away. The Czech consultants then suggested using mobile pumps to empty the tanks but [] argued against this in view of the deep mud that prevailed during periods of inclement weather; also the general inconvenience and relative inefficiency of the hand-operated pumps. [] a third pumping station was built. (See Enclosure A). Because the distance from the pumps to the most remote tank was 90 m. and the pump was only guaranteed for a 70 to 80 m. distance, [] pump installed 50 cm. lower than the other two to lighten its load.

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Construction Errors

5. Two pair of tanks at pumping stations No. 1 and No. 2 were installed backward and the concrete housing was nearly completed before the supervisory personnel noticed it. This took 40 m. of additional four-inch pipe.
6. Each tank rested on seven cradles which were very carefully aligned and constructed to plan; however, the tanks were not completely cylindrical and did not fit perfectly into the cradles. In some instances, there was a four to five centimeter gap over a large area between the tank and cradle. [] this error would place undue strain on the tanks and would probably cause them to leak or to form a collecting place for water leaking from above. Although the tops of the asphalt-impregnated, cloth-covered tanks could be painted with a preservative, no provisions were made to coat the bottoms. The HEFA representative told [] that in Czechoslovakia the tank-supporting cradles were covered with a layer of very wet concrete, prior to lowering the tanks into position, thereby assuring relatively perfect contact between the tank and the supporting cradles.
7. The distance between pairs of tanks and from pumps to each pair of tanks was considered excessive by [] others; this distance was allegedly necessary as a precautionary measure in the event of fire. When [] one of the Czech consultants, Zamrazil (fnu), [] laughed and told [] a tank farm which occupied the same relative area with a 30,000 cm. capacity had just been completed in Czechoslovakia. Zamrazil stated that in Czechoslovakia, a hole was dug, the foundation and supporting cradles were constructed, the tank was laid on top of wet concrete in the cradles, piping was connected, and sand or earth was then poured in, over the tank. A distance of one tank-diameter, i.e., 2.5 m., between tanks was considered adequate.

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8. [] the failure to procure rails for completion of the project the most incompetent act. When [] asked him why 300 to 400 m. of rails could not be obtained to complete the spur track and make the dump operational, Koynov stated that they were not obtainable. [] opinion of Communist bureaucracy and grandiose planning was best typified by a statement made by [] litical officer, "If the poor working people of Bulgaria knew just how their hard earned money was being wasted, they would hang us all."

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Projected Life of Fuel Dump

9. A projected life of the fuel dump was considered to be 50 years because the area around the tanks, within the concrete housing, was left empty. [] however, estimated it at 15 to 20 years due to the poor manner in which the tanks were supported by the cradles. The Czechs estimated the life of their tanks, which were covered with earth or sand, to be 30 years.

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Plans and Materials

10. All of the plans for this fuel dump and all such military projects are drawn up by the Czechoslovak concern, HEFA. This firm also supplied all the pipes, valves, ventilating equipment, electrical conduits, special anti-explosive lamps, storage tanks, etc. Labor was performed by Trudovaks.

Czech Personalities

11. a. Zamrazil (fnu), (Montyor) representative of HEFA, traveled all over Bulgaria monitoring the assembly of the equipment in the fuel dumps.

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b. Jan Ventura, a designer (proyektant) and HEFA employee.

Utilization

12. Ultimate user unknown, but [] it would eventually supply the military garrison in Sofia.

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Pinpoint Location

13. Refer to page 6 for pinpoint location of buildings. [] Sofia, Bulgaria, []

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Site Layout.

14. See Enclosure A for [] sketch of tank farm on which [] identified:

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1. Underground Tanks. Buried in pairs, each with a 50 cu.m. capacity. See pages 10 & 11 for construction details.
2. Pumping Stations (3). Concrete, one to one and one-half meters above ground, three by four by three meters high. Each contained two pumps, each pump capacity was 35 cu. m./hrs. at a head of 35 m. Only one pump could be used at any one time because of size of pipe. As shown on sketch, stations 1 and 2 serviced 10 underground tanks and station 3 serviced eight. (See page 7 for construction details.) These pumps could be turned on from the unloading ramp and in the pump house itself.

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3. Fuel measuring stations, two by three by three meters above ground - concrete.
4. Two-way flow-control valves, nine, each encased in 60 x 60 x 50 cm-deep concrete container. Access via cast iron trap door. Can empty nine tank cars of gasoline simultaneously using these valves.
5. Loading and Unloading Ramp. (See pages 8 and 9 for all construction details.) All three control rooms could park a total of 12 tank cars. Access doors were wooden, located on two sides.
6. Guards' Living Quarters. Small three-room house, approx. 12 guards lived here. Six by four by four and one-half meters, gable roof.
7. Small Wooden Guard Booth.
8. Four or five strand barbed-wire fence.
9. Barrack.
10. Transformer Shack. Three by three by six meters high. Transformer - 20-30 kw. Voltages were: primary voltage - estimated at 2,000 to 3,000 v. Secondary Voltage - probably 150 - 220 v. Power assumed to be from the power station in Kuzilo. The cable shown on sketch was underground. 25X1
11. Water-pumping Station. Four by five by four and one-half meters high. Source of water - well. Capacity - has reservoir approx. 10 cu. m. capacity.
12. Temporary fuel dump. Information on sketch.
13. Piping. All pipes were four inches in diameter, except for the pumps themselves which had three-inch intake and exhaust piping. Control valve intake (point 4) also had three-inch piping. Pipes were one and one-half to three meters deep depending on terrain.

Construction Details of Underground Fuel Tanks

15. Refer to Enclosure A, point 11 and to pages 10 and 11. All tanks were inclined two or three per 1,000 and were electrically grounded.

1. Valve.
2. Fire Arrestors. One on top of pipe was a piece of metal pipe, approx 10 cm. in diameter, five to six centimeters high. The lower fire arrestor was a piece of pipe 15 to 20 cm. high, approx. 15 cm. in diameter. Within each of the above was aluminum foil wrapped around a piece of corrugated aluminum thereby maintaining an approximately three millimeters breathing space between the various layers of aluminum foil.



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3. Irreversible Flow Valves.
4. Breather Pipe.
5. Filter Pipe.
6. Exhaust Pipe.
7. Fuel Measuring Port. (Use dip sticks)
8. Reserve Pipe. In event of power failure, gasoline could be obtained by using a hand-pump.
9. Drain Pipe. Water and residue were pumped out of dump (point 10) by a hand-pump.
10. Pump.
11. Supporting cradles 1 and 2 with dimensions. There were seven cradles.

Security

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16. [redacted] During the day, passes were checked at the guard booth (point 7, Encl. A.) of all incoming personnel 25X1 excluding those who the guards personally recognized. These guards wandered around the fenced-off area [redacted]

Administration

17. This was administered by the GSM branch of the Ministry of Defense located near the Levski Memorial on Vladimir Zaemov Blvd. in Sofia.

Enclosure A: [redacted] Sketch of New Fuel Dump near Sofia.

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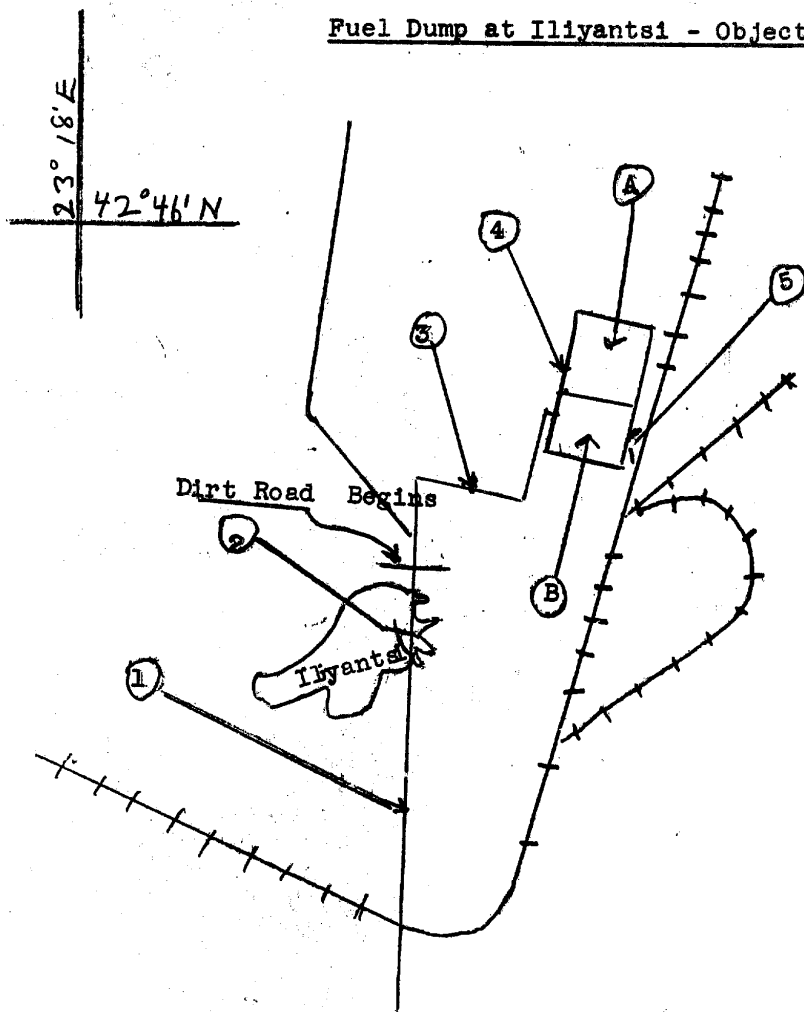
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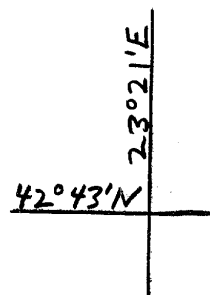
Fuel Dump at Iliyantsi - Object 85/1



- Point 1. Brick road, five to six meters wide, ditches on both sides.
- Point 2. Approx. turn around of trolley bus for Iliyantsi.
- Point 3. Dirt road leading into fuel dump; covered with crushed rock.
- Point 4. Area of fuel dump, accuracy plus or minus 20%.
- Point A. Fuel-storage area of dump.
- Point B. Building and living area of dump.
- Point 5. Proposed spur track; should be completed in 1954.

Overlay of
 Sofia, Bulgaria. pinpoint
 location of buildings.

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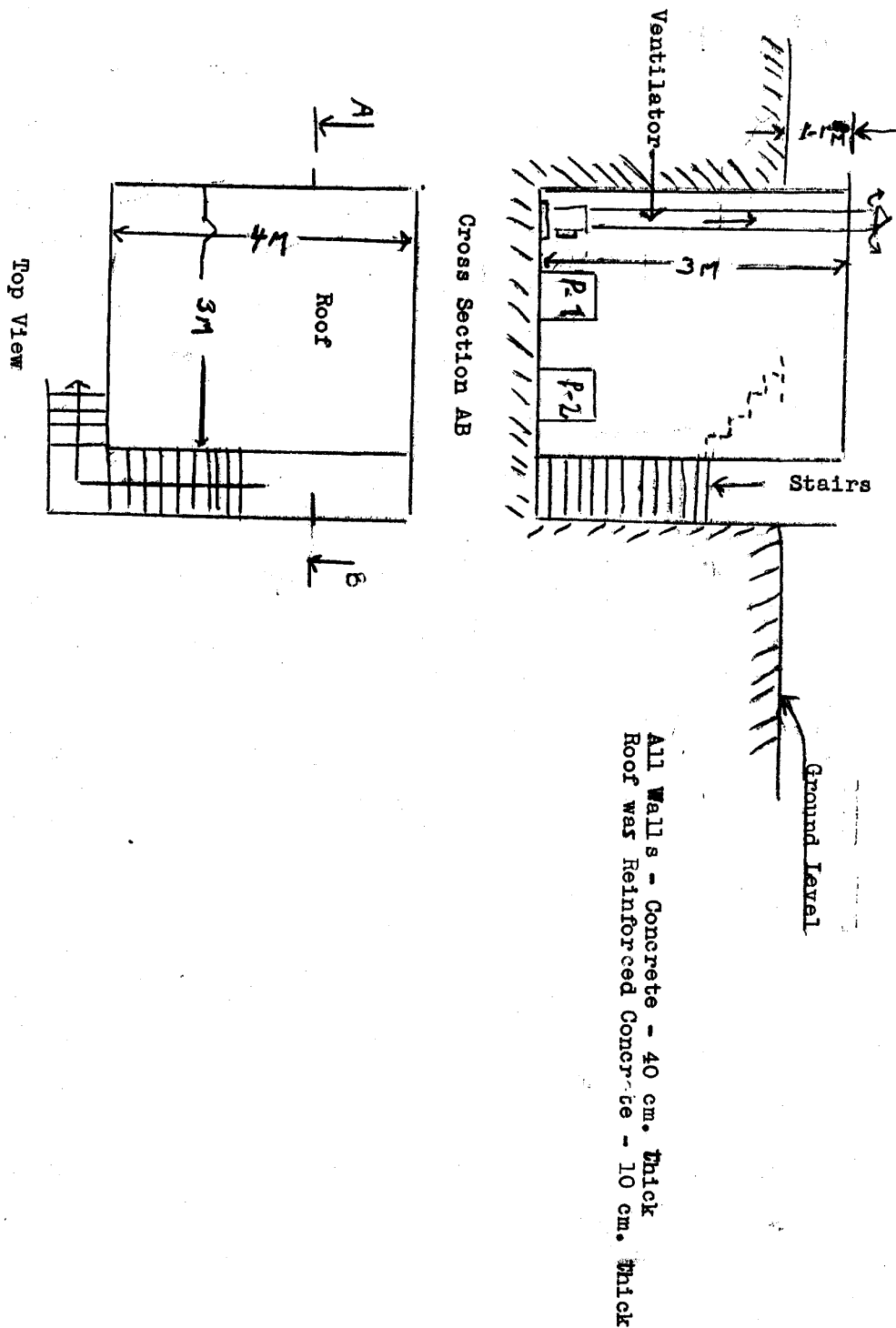


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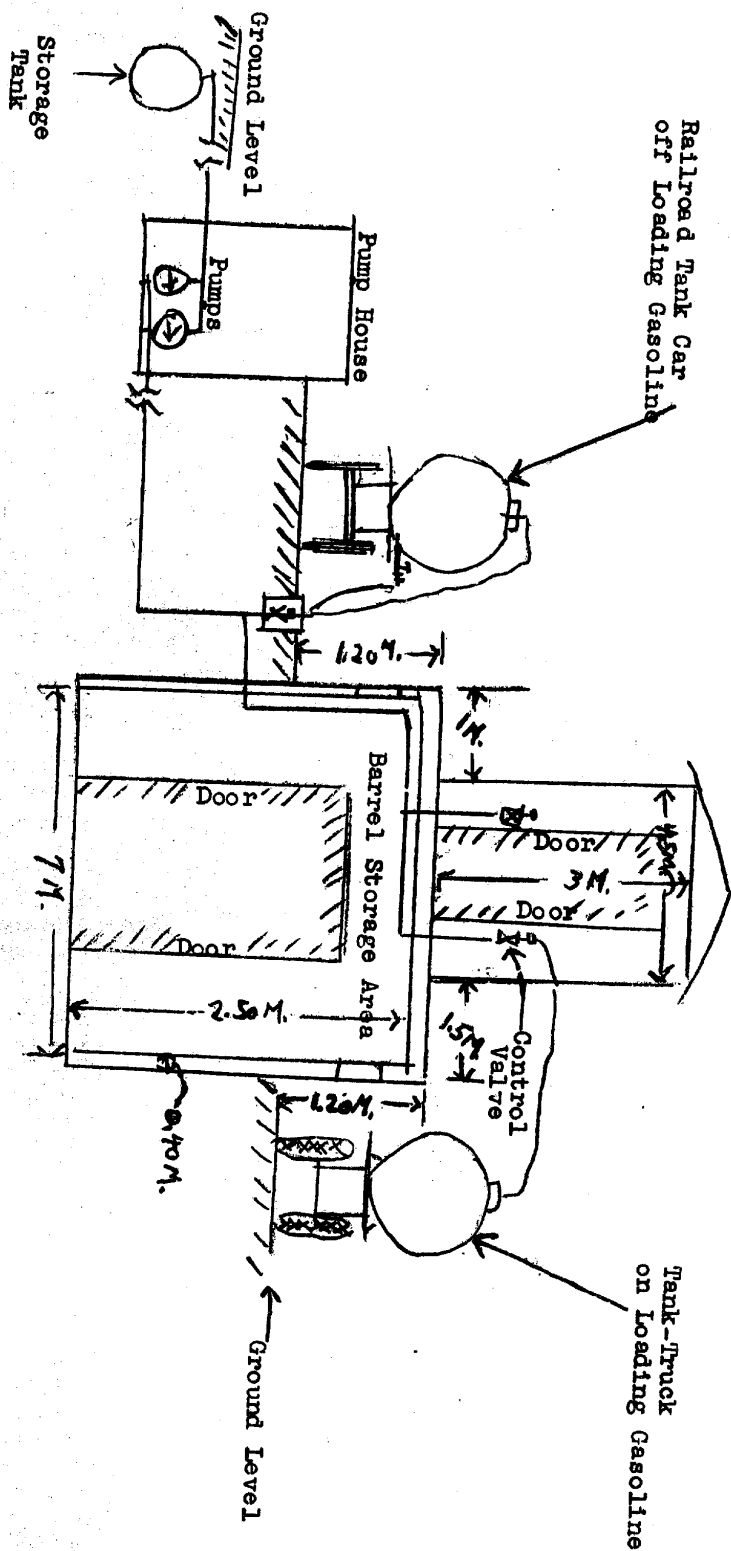


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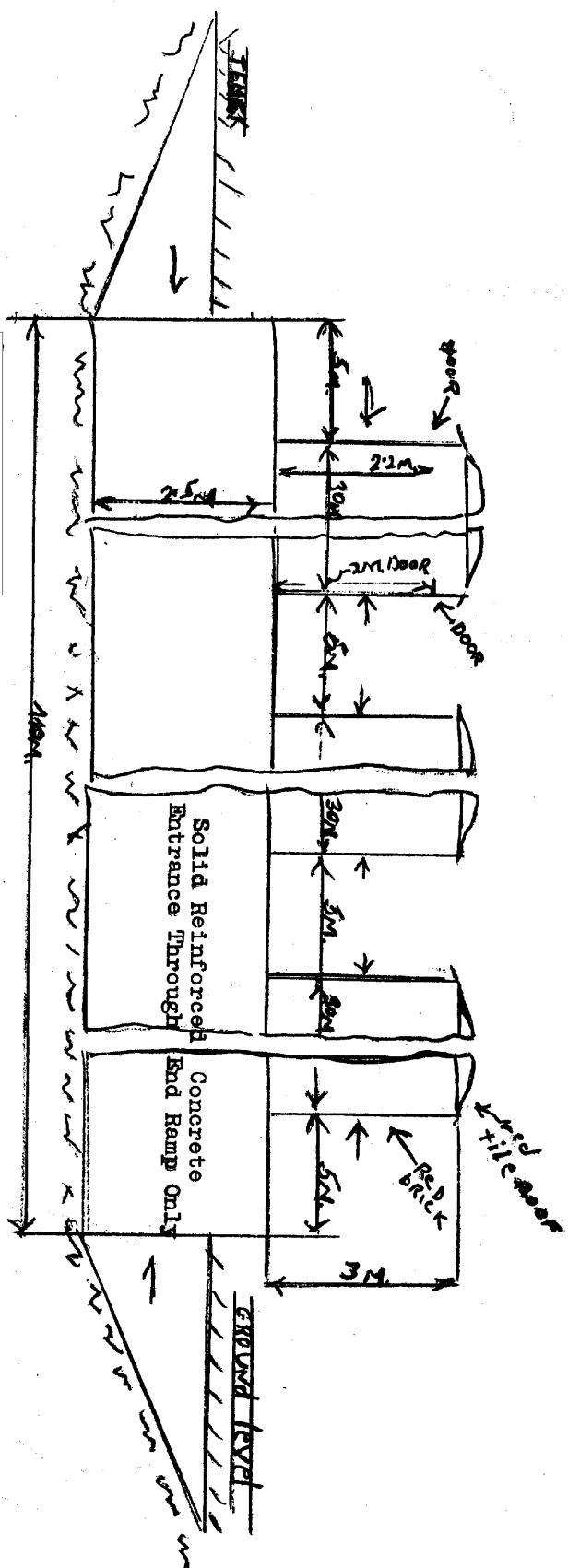
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UNLOADING RAMP - DRUM STORAGE

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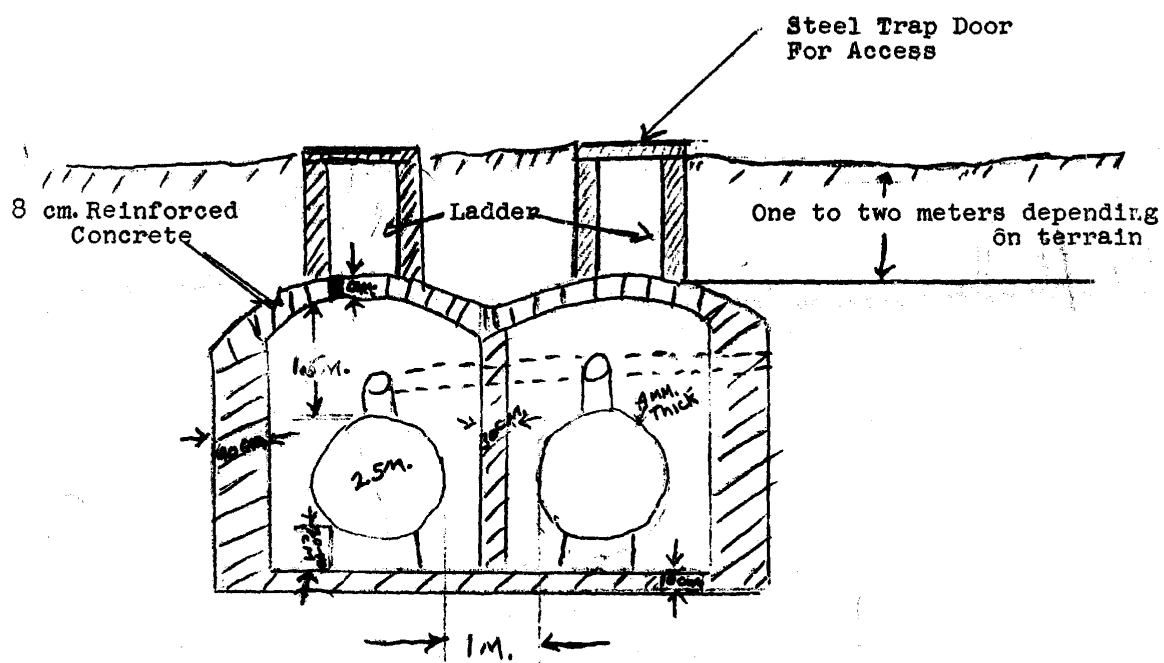
Overall length may be of 10-15 m.

FRONT VIEW

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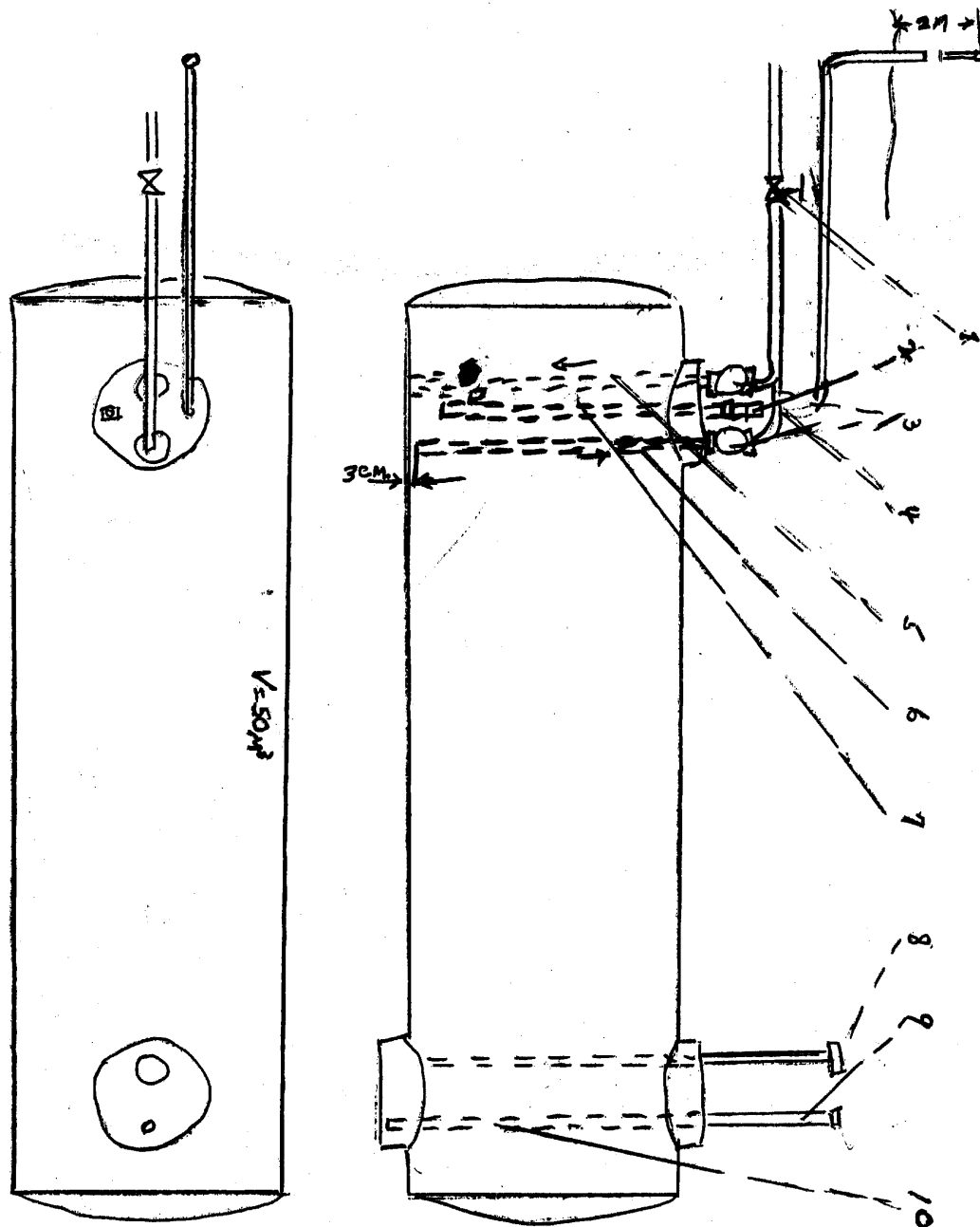
Front Cross-Sectional View

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Underground fuel tank



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